

Merchants to Invoke Law in Truck Boycott

Evidence Gathered Against Common Carriers Refusing to Accept Freight Hauled by Non-Union Men

Goods Moved Steadily

Longshoremen's Chief Expects Settlement at Palmer Conference Next Week

Walter Gordon Merritt, counsel for the Citizens' Transportation Committee, announced yesterday, after a meeting in the offices of the Merchants' Association, that the committee is gathering evidence against common carriers which refuse to accept freight carried by non-union trucks.

Should the evidence reveal any active discrimination of the kind prohibited by law and condemned recently in the decision of Justice Fawcett in the Burgess case in Brooklyn, Mr. Merritt said the Citizens' Transportation Committee will go after the heads of the guilty companies.

"Although we have taken no legal action as yet against any steamship company or other common carrier that has discriminated against freight hauled by our trucks, we most certainly declared Mr. Merritt. "At present we are just waiting to collect facts and statements and when we have enough evidence to make a real test case we shall proceed. When we do we are going after the heads of the companies. We don't intend to try to throw the blame on some subordinate."

Freight Continues to Move

Removal of congested freight by the trucks of the Citizens' Trucking Committee continued steadily and without interruption yesterday. Colonel Frederick A. Molitor, in charge of operations, said that fifty-two trucks were in operation and a total of 249,000 pounds of freight was moved.

Nine trucks operated at Savannah Line piers, from which 50,000 pounds of freight was cleared; twenty trucks were at work at the Clyde Line piers, moving 120,000 pounds of freight; and twenty-three trucks were employed at the piers of the Morgan Line, from which 160,000 pounds of freight was moved.

The committee continued yesterday to receive endorsements from business organizations commending its efforts to solve the problem of freight congestion arising out of the strikes affecting the activities of the waterfront.

The following officers were elected by the Citizens' Committee: William Elsworth Morgan, president; Bertram H. Borden, vice-president; John R. Young, secretary; Lewis E. Pierson, treasurer; and John E. Carlson, assistant treasurer.

It was said ten loads of cotton sent by the committee on Thursday from the Morgan Line Pier, No. 47, to the army transport piers were not received there. The checkers on duty at the army transport piers said they were willing to check off the goods, but were "too busy." The cotton was returned to the Morgan Line, where it will remain for the present.

Settlement Believed Near

William M. Smith, one of the members of the committee of longshoremen who returned from Washington, where a conference was held with Attorney General Palmer and the Interstate Commerce Commission on measures to bring the local port conflict to a settlement, was optimistic on the possibilities for a settlement entailed in the forthcoming conference between Attorney General Palmer and J. V. O'Connor, president of the International Longshoremen's Association, in next week. Mr. Smith, who returned from Washington Thursday night, was engaged yesterday in assisting the piers of longshoremen and teamsters along the waterfront.

"With the help of Attorney General Palmer," he said "we put our case before the Interstate Commerce Commission and we think that they will decide to raise the rates of the coastwise steamship companies and that the men will get their wage demands. A committee of eastern shippers, however, that also appeared before the commission were opposed to the increase and we feel that the shipping interests in general are behind them. "We feel that the situation is hopeful, and our appeal for a public hearing on the question has been granted for some time early next week. Attorney General Palmer has wired to J. V. O'Connor in Montreal and asked him to come to Washington."

The longshoremen are complaining of the offer made by the members of the American Flying Club to the Citizens' Committee to help operate its trucks.

"A number of our men were in the air service," said Joseph Riley, president of the District Council of the International Longshoremen's Association, "and we believe they are going to make a big haul."

West Point Open to Guards

From The Tribune's Washington Bureau
WASHINGTON, June 18.—Admission to the Military Academy at West Point of men between the ages of nineteen and twenty-two years who on July 1, 1921, shall have served one year in the National Guard was authorized to-day by the War Department. A preliminary examination will be held in all states between December 1 and 15, 1920. The results to be filled will be announced about July 15.

Borrowers Reformed by Prohibition, Say Brokers

Loan Association's Report Better Class of Business Throughout the Country

Delegates to the convention of the National Federation of Remedial Loan Associations in Newark agreed yesterday that prohibition had reformed the entire nation's borrowing. D. S. Coffey, of St. Louis, in a paper on "Prohibition and Borrowing," stated that since the country went dry business of loan companies had improved in the character of the accounts and the promptness of payment. This was the general opinion of the delegates.

When formerly, delegates said, the security offered at loan offices consisted of a little furniture, kitchen utensils and other home necessities, now, they said, the security is in the form of security jewelry, or even automobiles. Hitherto the majority of the loans were to carry a destitute family over some crisis. Now, more often than not, they are for the purpose of a home or a plot of ground.

F. A. Phillips, of Rochester, told the convention that before prohibition "into effect most of the installment repaid by borrowers were small bills. Nowadays most of the bills are twenties."

City Has Decided to Cancel Franchise of Richmond Traction

Ten Days' Notice of Forfeiture Served on Trolley Co. by Estimate Board; Whalen Issues Statement

The Board of Estimate gave ten days' notice yesterday to the Richmond Light and Railroad Company, of Staten Island, that its franchise would be declared forfeited. The action of the Board was pursuant to the recommendation of Grover A. Whalen, Commissioner of Plant and Structures, who urged the forfeiture of the various traction company franchises on Staten Island, particularly that of the Richmond Light and Railroad Company, in order to clear up the trolley situation in Richmond.

There are no trolley cars running on the Midland Railroad lines at the present time and the Richmond company is unsuccessfully operating its lines at an eight-cent fare. The Board of Estimate also had before it a petition signed by several thousand residents of Staten Island appealing for relief from "the present intolerable conditions."

Commissioner Whalen declared that the Richmond company intended to seek an injunction restraining the city from operating buses on Staten Island, in order to force the people to use the eight-cent fare cars.

"Further than this," said Commissioner Whalen, "they threaten to prevent the city from using its own property, and they propose, by the device of a Federal injunction, to bar the service of Staten Island from public property. The trolley lines operate into the terminal of the Staten Island municipal ferry, at St. George, over a viaduct and terminal platform built and owned by the City of New York. Prior to January 21, 1920, the trolley lines had exclusive use of this property, but it was opened to the public by the Department of Plant and Structures at that time and is now used both by buses and private automobiles, to the greater convenience and better service of the people of Staten Island, without in any way interfering with the operation of the trolley lines."

"Notwithstanding the position of the Richmond Light & Railroad Company as a tenant in default, who has paid no rent in seven years and who has broken its franchise contract with the city, this company now proposes to bar the public from the viaduct and terminal platform and to resume exclusive possession of the city's property, thereby working serious inconvenience to the public. In order to protect the rights of the city, it is necessary that the control of these city premises remain in the Department of Plant and Structures and that the trolley company is not permitted to get a strangle hold on the people."

An application for the issuance of \$14,734,000 of rapid transit bonds was made to the Board of Estimate yesterday by John H. Delaney, Transit Construction Commissioner, to be expended in improvement of the city-owned transit lines operated by the Interborough and Brooklyn Rapid Transit systems. The improvements contemplated include the extension of the Queensboro tunnel to Forty-first Street and Seventh Avenue and various new repair shops and track work in outlying sections of the city. The principal items for completing the transit system operated by the B. R. T. include the carrying out of the forfeited contract for the Fourteenth Street subway between Irving Place and Avenue B and for the extension of the Fourteenth Street-Eastern line from Bushwick Avenue, Brooklyn, to East New York.

Wrong Address Given for Man Accused of Bigamy

The Tribune on June 16, announcing the arrest of Michael F. Marare, an Egyptian importer and expert, on a charge of bigamy, stated that he lived at 317 West 100th Street. Hermann Cohen, a lawyer, yesterday advised The Tribune that he is the owner of the premises at 317 West 100th Street, and with his wife and son has occupied the premises for the last fourteen years. He said he did not know the man arrested. Upon investigation The Tribune finds that, through an error, the address of the arrested man was given as 317 West 100th Street instead of 319 West 100th Street.

A. F. of L. Again Elects Gompers To Presidency

Veteran Leader Is Given an Ovation as He Is Named to Serve His Thirty-ninth Term; One Negative Vote

Rail Men Pledge Support

Nation-Wide Campaign to Organize All Telephone Operators Is Authorized

MONTREAL, June 18.—The American Federation of Labor again expressed its confidence in the leadership of Samuel Gompers, its veteran president, when it re-elected him to-day for the thirty-ninth time at its fortieth annual convention here and returned to office his entire administrative cabinet.

His election was virtually unanimous. The only delegate who voted against him was James A. Duncan, of the Seattle Central Labor Council, leader of the progressive wing of the federation.

The delegates gave the elderly leader a tremendous ovation when he declared: "I'll accept the call to duty and I will obey." He was much affected by the demonstration.

Representatives of the railroad workers' organizations seconded Mr. Gompers' nomination, which was made by George W. Perkins, of the Cigar-makers' Union. They pledged their hearty support to his leadership, declaring that the convention's action of yesterday in endorsing government ownership of the railroads should not be construed as a repudiation of his administration.

Mr. Gompers explained that the federation had not changed its view in endorsing government ownership of the railroads and beer, manufacture and sale of which was advocated by the convention last year.

Other officers re-elected included James Duncan of Quincy, Mass., first vice-president; Joseph F. Valentine, of Cincinnati, second vice-president; Frank Duffy, of Indianapolis, third vice-president; William Green, of Rochester, Ohio, fourth vice-president; W. D. Mahon, of Detroit, fifth vice-president; and T. A. Rickert, of Chicago, sixth vice-president.

Jacob Blum, of Indianapolis, was re-elected seventh vice-president in a contest with W. H. Johnston, international president of the Machinists' Union, who was nominated by the railroad workers' organizations. Fisher's vote, was 19,929 and Johnston's 18,195. Matthew Woll, of Chicago, was chosen unanimously as eighth vice-president.

Daniel L. Tobin, of Boston, and Frank Morrison, of Washington, D. C., were re-elected treasurer and secretary, respectively, without opposition.

Reconsidering its action yesterday in amendment by a vote of 23,097 to 13,841, the executive council from 11 to 15 members, the convention rejected the

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At 15 East 56th St. we have made some very Special

Reductions on the larger part of our Stock of

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amendment by a vote of 23,097 to 13,841.

The Federation authorized a nationwide campaign to organize all the telephone operators. State federations, city central bodies and volunteer organizers are to take the field at once in the campaign.

The convention declared its action was necessary because of the "representative anti-labor policy of the Bell Telephone Company and its associated companies."

The fourth Sunday in May of each year was designated labor's memorial day, upon which labor throughout the country is called upon to pay a tribute to the memory of its dead. The

churches also will be called upon to cooperate in the observance of Labor Sunday, the day preceding Labor Day, in September.

Timothy Healy, of New York, president of the stationary firemen, and Sara B. Conboy, of the textile workers, to-night were elected fraternal delegates to the British Trades and Union Congress. Mr. Healy, on the first ballot, defeated Andrew C. Hughes, president of the coners, and William P. Clarke, president of the tint glass workers. On the second ballot Sara Conboy defeated Benjamin I. Schlesinger, president of the Ladies' Garment Workers.

The convention then adjourned until to-morrow.

\$214,605 Is Total Of Frick Holdings In U. S. Steel Co.

Wealth Was Centered in Railroads, Appraisal Shows; \$7,800,000 in Art Is Left to New York

Special Dispatch to The Tribune
PITTSBURGH, June 18.—Henry C. Frick, former steel king and supposedly a heavy investor in common stock of the United States Steel Corporation, had only 2,101 shares at the time of his death. This is appraised at \$214,605.95 in an inventory of the estate, which became available to-day in the office of the register of wills.

The State of Pennsylvania will make an independent audit of the estate, because it is said the inventory filed here is \$25,000,000 short of the actual value of the personal estate.

Mr. Frick's favorite stocks were those of the railroads. He had 53,834 shares of Norfolk & Western Railway, 77,640 shares of Atchison, Topeka & Santa Fe Railway Company, 47,200 shares of Chicago & North Western Railway Company, 45,140 shares of Pennsylvania Railroad, 20,000 shares of Missouri Pacific Railway Company, 2,000 shares of Chicago, Rock Island & Pacific, 1,000 shares of Northern Pacific Railway, 1,000 shares of Missouri Pacific Railway, preferred, 1,370 shares of Pittsburgh, Cincinnati, Chicago & St. Louis Railway, 3,500 shares of Baltimore & Ohio, 15,000 shares of Erie Railroad, second preferred, 10,500 shares of Erie Railroad common and smaller amounts in other railroads.

In addition to these stocks Mr. Frick held shares in many of the companies whose stocks are listed on the New York Stock Exchange, as well as in the United States Steel Corporation, of which he was president. He had 100 shares of National Bank of Commerce in New York, 400 shares of National City Bank, 500 shares of First National Bank of

New York, 98 shares of Braddock National Bank, Braddock, Pa.; 15 shares of Mellon National Bank, 123 shares of Duquesne National Bank, Pittsburgh, and 280 shares of Franklin National Bank, Philadelphia. He also owned 300 shares of stock in the Metropolitan Opera and Real Estate Company, which the appraisers value at \$100,000.

The paintings hung in the Frick home in Fifth Avenue, New York, are said to be worth over \$7,800,000.

In addition there are assorted art objects, bronzes, porcelains and Li-mours enamels in the home which are worth nearly \$2,500,000. The rugs, furniture and hangings inside the mansion, exclusive of Mr. Frick's personal furniture, which is appraised separately, represent an approximate valuation of \$1,720,000.

In contrast with the millions spent for art treasures, the inventory shows jewelry valued at only \$3,083. All of the art collection in his New York home will go to the people of New York, to whom Mr. Frick bequeathed his entire collection and the mansion, in addition to bequeathing \$15,000,000, the income of which is to be used in maintaining the collection in his home.

Sugar Dealer Is Fined \$10,000 as Profiteer

J. J. Gilchrist, of Standard Company of Pittsburgh, Made 9 to 12 Cent Profit

PITTSBURGH, Pa., June 18.—J. J. Gilchrist, an official of the Standard Sugar Company, was sentenced to-day to pay a fine of \$10,000 by Judge Thompson in the United States Court for profiteering in sugar.

A. P. Burghwin, Assistant United States Attorney, explained to the court that the company had bought 16,000 pounds of sugar in New York at a cost, delivered in Pittsburgh, of 17 cents a pound. Gilchrist, the attorney continued, wanted to market the sugar at a high price, but other officers of the company refused to join him in the enterprise. He then bought the sugar from his associates at 18 cents a pound and sold it according to the government, at from 22 to 26 cents a pound.

Cut Out Teas, Is Advice To Women in Politics

Speaker at Club Federation Meeting Attacks Entertainment Method at Chicago Convention

DES MOINES, Ia., June 18.—Teas don't get votes, Mrs. Edward Franklin White, of Indianapolis, chairman of the civic committee of the General Federation of Women's Clubs, said to-day at the biennial convention. She advised the women to "cut out the teas" if they expect to enter and continue in politics successfully.

"The teas at Chicago were one reason, I believe, why the men did not rate us women higher politically. All you heard among the women was teas," Mrs. White said.

Mrs. Guy Blanchard, in charge of the motion picture department of the federation, urged legislation generally for better exhibits and films.

"The sex plays which are being shown generally are directly responsible for much of the juvenile delinquency of to-day," she said.

A telegram from the representatives of the motion picture companies was read which said the producers realize the desires of the public for high types of pictures and were preparing to cooperate.

Popular music of the day in America was described as "unspeakable" by Mrs. Marx Obendorfer, of Chicago, addressing the music conference of the Federation to-day. "Ninety per cent of it," she said, "would not be allowed to go through the mails if it were literature."

Referendum Ordered on Suffrage Act in Maine

AUGUSTA, Me., June 18.—A referendum on the act passed by the last Legislature granting women the right to vote for Presidential electors was ordered by Governor Miliken in a proclamation to-day. The act will be submitted to popular vote at the state election on September 13 in response to petitions signed by more than 10,000 voters.



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